



association of central oklahoma governments

Chair Ron Bledsoe
Slaughterville Mayor

Vice-Chair Willa Johnson
Oklahoma City Councilmember

Secretary / Treasurer Eddie Reed
Midwest City Mayor

Executive Director
Zach D Taylor

MEMORANDUM

DATE: April 18, 2005

TO: 2030 OCARTS Plan Citizens Advisory Committee (CAC)

FROM: Holly Massie, Special Programs Officer
Transportation Planning and Data Services (TPDS)

SUBJECT: Meeting Notice

The 2030 OCARTS Plan Citizens Advisory Committee (CAC) will hold a meeting on

MONDAY, APRIL 25, 2005 AT 3:00 P.M.

in the ACOG Conference Room, 21 East Main Street, Suite 100, Oklahoma City, Oklahoma.

AGENDA

- I. CALL TO ORDER AND INTRODUCTIONS ([Attachment I](#))
- II. APPROVAL OF MINUTES ([Attachment II](#))
Action Requested: Motion to approve the March 21, 2005 minutes
- III. UPDATED COST ESTIMATES FOR STREET AND HIGHWAY ALTERNATES TWO AND THREE OF THE 2030 OCARTS PLAN ([Attachment III](#))
Action Requested: Consider recommending that the Intermodal Transportation Policy Committee (ITPC) accept the updated street and highway network costs for Alternates Two and Three of the 2030 OCARTS Plan
- IV. ANALYSIS OF STREET AND HIGHWAY IMPROVEMENTS SUGGESTED BY LOCAL GOVERNMENTS FOR INCLUSION IN ALTERNATE FOUR ([Attachment IV](#))
Action Requested: Consider recommending that the ITPC accept suggested projects for inclusion in Alternate Four of the 2030 OCARTS Plan

V. NATIONAL BIKE-TO-WORK DAY: FRIDAY, MAY 20, 2005 ([Attachment V](#))
Action Requested: None. For information only.

VI. NEW BUSINESS

VII. ADJOURNMENT

Next CAC Meeting: Monday, May 16, 2005, 3:00 p.m.

**2030 OCARTS PLAN CITIZENS ADVISORY COMMITTEE
OCTOBER 2004**

VOTING MEMBERS AND ALTERNATES		
ORGANIZATION	MEMBERS	ALTERNATES
AIRPORT EXPRESS	Larry Lucas President	David Batson General Manager
AREAWIDE AGING AGENCY	Don Hudman Executive Director	
BIKEMINE	Ron Dougherty Operations Manager	
CAPITOL CHAMBER OF COMMERCE	Aquilla Pugh Office Manager	
CAPITOL HILL MAIN STREET PROGRAM	Joe Mendoza Executive Director	
CARDINAL ENGINEERING, INC.	Steve Mason President	Deanne Hughes Engineer
CenSARA (CENTRAL STATES AIR RESOURCE AGENCIES ASSN.	Chuck Layman Executive Director	Annette Sharp Technical Director
CENTRAL OKLA. TRANSP. AND PARKING AUTHORITY (COTPA)	C. Kay Bickham Board Trustee	
CITIZEN	Teresa Bragg	
CITIZEN	Sam Shehab	
DALE ROGERS TRAINING CENTER	Theresa Flannery Vocational Programs Admin.	
DALLAS MILLER LOGISTICS	Barry Miller President	
DOWNTOWN OKC, INC.	David Lopez President	Kim Searls, Marketing Dir. Alison Oschel, VP, Operations
GROUND WATER PROTECTION COUNCIL	Mike Paque Executive Director	
GUTHRIE CHAMBER OF COMMERCE	Kathy Montgomery President	
LATINO COMMUNITY DEVELOPMENT AGENCY	Pat Fennell Executive Director	
LEAGUE OF WOMEN VOTERS	Erin Van Laanen	
LOVE'S COUNTRY STORES	Frank Love Marketing Director	
McCORKLE TRUCK LINES	David McCorkle President	

VOTING MEMBERS AND ALTERNATES (Cont.)		
ORGANIZATION	MEMBERS	ALTERNATES
MOORE CHAMBER OF COMMERCE	Brenda Roberts Executive Director	
MUSTANG CHAMBER OF COMMERCE	Rebecca Julian Executive Director	Robert Crout ED Committee Chair
NEIGHBORHOOD ALLIANCE	Georgie Rasco Executive Director	
NORMAN, CITY OF	Rachel Butler Councilmember	
OKLAHOMA BICYCLE COALITION	Dennis Clark Vice President	
OKLAHOMA CITY, CITY OF	Willa Johnson Councilmember	
OKLAHOMA CITY CHAMBER OF COMMERCE	Dean Schirf VP, Government Relations	
OG&E	Richard Clements Manager	
OKLAHOMA HIGHWAY USERS FEDERATION	Paul Matthews Executive Director	Chuck Mai, Dir. Pub./Govt. Rel. American Automobile Assn.
OKLAHOMA RAILROAD ASSOCIATION	John Kyle Director	
OKLAHOMA TRAFFIC ENGINEERING ASSN.	Leonard West Executive Director	
OKLAHOMA TRUCKING ASSN.	Dan Case Executive Director	
SIERRA CLUB, OKLAHOMA CHAPTER	Ed Hillock	
THOMPSON'S WOODLAWN NEIGHBORHOOD ASSN.	Mary Johnson Citizen	Larry Coffman Citizen
TINKER AFB	Bill Dalke Community Planner	John (Mark) Harbaugh Civil Engineer
TRANSIT USER	Donna K. Armstrong HUD Customer Service Rep.	Bridget Keith HUD Career Intern
TRAVELERS AID SOCIETY	Laurie Barbour Executive Director	
TRI-CITY YOUTH & FAMILY CTR.	Don Abbott Exec. Director	Peggy L. Clay Board Chair
UNITED PETROLEUM TRANSPORTS	Greg Price President	
UNITED WAY OF OKLAHOMA CITY	Bob Spinks President	

NON-VOTING MEMBERS AND ALTERNATES		
ORGANIZATION	MEMBERS	ALTERNATES
BUREAU OF INDIAN AFFAIRS (BIA) SOUTHERN PLAINS REG. OFFICE	Jerry Patterson Highway Engineer	
CART / NORMAN METRO TRANSIT	Carl Weckenmann Planner/Grants Specialist	Theta Dempsey, Director Parking & Transportation
COTPA / OKC METRO TRANSIT	Larry Hopper Principal Planner	Diponker Mukherjee, Planner II Marty Dickens, Asst. Planner
FEDERAL HIGHWAY ADMINISTRATION (FHWA)	Isaac Akem Community Planner	
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION	Mac Kirk Division Administrator	
MUSTANG, CITY OF	Melissa Helsel City Planner	
OFFICE OF HANDICAPPED CONCERNS	William Ginn Disability Program Specialist	Marilyn Burr Disability Program Specialist
OKLAHOMA CITY DEPARTMENT OF AIRPORTS	Luther E. Trent Director	
OKLAHOMA CITY PLANNING DEPARTMENT	Lanc Gross Trails Coordinator	
OKLAHOMA CITY PUBLIC WORKS DEPARTMENT	Paul Brum, Director Public Works/City Engineer	Dan Boland Civil Engineer IV
OKLA. DEPT. OF ENVIRONMENTAL QUALITY (ODEQ)	Scott Thomas Program Dir., Air Quality	
OKLA. DEPT. OF HUMAN SERVICES (DHS), AGING SERVICES DIVISION	Victoria Martinez Admin. Programs Officer	
OKLA. DEPARTMENT OF PUBLIC SAFETY (DPS)	J.D. Roberts, Administrator Law Enforcement Programs	
OKLA. DEPT. OF REHABILITATION SERVICES (DRS)	Mary Howell Staff Asst. to Director	
OKLA. DEPT. OF TRANSPORTATION (ODOT) PLANNING DIVISION	Roger Saunders Transportation Manager	Dawn Sullivan Division Engineer
OKLA. DEPT. OF TRANSPORTATION (ODOT) RAIL DIVISION	Joe Kyle, Manager Rail Programs Division	John Dougherty Asst. Manager, Rail Programs
OKLA. DEPT. OF TRANSPORTATION (ODOT) REGULATORY SERV. DIV.	Geri Stevens, Tribal Liaison Native American Outreach	
OKLA. DEPT. OF TRANSPORTATION (ODOT) TRANSIT PROGRAMS DIV.	Kenneth LaRue, Manager Transit Programs Division	Randy Hogan Transportation Specialist
OKLA. DEPT. OF WILDLIFE CONSERVATION	Mark Howery Natural Resources Biologist	

4/18/05

MINUTES
2030 OCARTS PLAN CITIZENS ADVISORY COMMITTEE (CAC)
March 21, 2005

The fifth regularly scheduled meeting of the 2030 OCARTS Plan Citizens Advisory Committee was convened on March 21, 2005 at 3:00 p.m. in the Board Room of the ACOG offices, 21 E. Main Street, Oklahoma City, Oklahoma. This meeting was held as indicated by advance notice filed with the Oklahoma County Clerk and by notice posted at the ACOG offices at least twenty-four (24) hours prior to the meeting.

PRESIDING

Leonard West, Oklahoma Traffic Engineering Assn., Chairman

CAC VOTING MEMBERS AND ALTERNATES PRESENT

Don Abbott, Tri-City Youth & Family Center
C. Kay Bickham, Central Oklahoma Transportation & Parking Authority (COTPA)
Teresa Bragg, Citizen
Dennis Clark, Oklahoma Bicycle Society
Robert Crout, Mustang Chamber of Commerce
Theresa Flannery, Dale Rogers Training Center
Mary Johnson, Thompson's Woodlawn Neighborhood Assn.
Rebecca Julian, Mustang Chamber of Commerce
John Kyle, Oklahoma Railroad Assn.
Chuck Layman, CenSARA
Steve Mason, Cardinal Engineering, Inc.
Paul Matthews, Oklahoma Highway Users Federation
Joe Mendoza, Capitol Hill Main Street Program
Barry Miller, Dallas Miller Logistics
Alison Oschel, Downtown OKC, Inc.
Greg Price, United Petroleum Transports
Aquilla Pugh, Capitol Chamber of Commerce
Sam Shehab, Citizen
Bob Spinks, United Way of Oklahoma

CAC NON-VOTING MEMBERS AND ALTERNATES PRESENT

Dan Boland, City of Oklahoma City, Public Works Dept.
William Ginn, Office of Handicapped Concerns
Lanc Gross, City of Oklahoma City, Planning Dept. - Trails
Melissa Helsel, City of Mustang, Planning Dept.

Mary Howell, Oklahoma Dept. of Rehabilitation Services (ODRS)
Randy Hogan, Oklahoma Dept. of Transportation (ODOT), Transit Programs
Larry Hopper, Central Oklahoma Transportation & Parking Authority (COTPA)
Victoria Martinez, Oklahoma Dept. of Human Services, Aging Services Division
Diponker Mukherjee, COTPA
Roger Saunders, Oklahoma Dept. of Transportation (ODOT), Planning Division
Dawn Sullivan, Oklahoma Dept. of Transportation (ODOT), Planning Division
Carl Weckenmann, CART/Norman Metro Transit

GUEST

Stuart Chai, City of Oklahoma City, Public Works Dept.

STAFF

Zach D. Taylor, Executive Director, ACOG
Holly Massie, Special Programs Office, ACOG
Linda Koenig, Division, TPDS
Doug Rex, Assistant to the Executive Director, ACOG
John Sharp, Program Coordinator, TPDS
Daniel O'Connor, Associate Planner, TPDS
Josie Adams, Associate Planner, TPDS
Melissa Baldwin, Associate Planner, TPDS
Andrea Weckmueller-Behringer, Associate Planner, TPDS
Pong Wu, Associate Planner, TPDS
Jerry Church, Special Programs Officer, IGS
Ellen Owens, Department Secretary, TPDS

I. CALL TO ORDER AND INTRODUCTIONS

Chairman Leonard West welcomed everyone and asked them to introduce themselves and state the name of the organization they represent.

II. APPROVAL OF MINUTES

Linda Koenig stated that she wished to mention the titles of persons listed on Page II-2, under Guests. She said that Rick Cain of COTPA is the Administrator, Amy Ford of COTPA is the Marketing Manager, and David Streb of ODOT is the Assistant Chief Engineer and Director of Preconstruction.

Paul Matthews made a motion to approve the February 14, 2005 minutes. Dennis Clark seconded the motion and with the vote, the motion carried unanimously.

III. INTERMODAL ELEMENT (IME) FOR THE 2030 OCARTS PLAN

Daniel O'Connor commented that in January and February, the Committee was asked to review the preliminary reports profiling transit, bicycle and pedestrian, and freight facilities within the OCARTS area. Since then, the three reports have been merged to create the 2030 Intermodal Element (IME). The Intermodal Element is a stand alone document of the 2030 OCARTS Plan and is a comprehensive description of intermodal means of transportation to complement the central Oklahoma street and highway network. He said the report will also be summarized and included within the 2030 Long Range Plan, which will be published later this year. Mr. O'Connor mentioned that pages 101 through 106 of the IME include the preliminary recommendations for all modes included in the report. The Committee is being asked to recommend that the Intermodal Transportation Policy Committee (ITPC) approve the IME for inclusion within the 2030 Plan. He said that the Intermodal Transportation Technical Committee recommended approval of the report at its March meeting.

Paul Matthews asked about the attendance at the various open house meetings. Mr. O'Connor said attendance was good and that some of the comments and recommendations from those meetings have been included with the edits of the IME.

Chairman West asked for a motion to incorporate the Intermodal Element into the 2030 OCARTS Plan. Mr. Shehab made that motion. Mr. Abbott seconded the motion, and with the vote, the motion passed.

IV. PRELIMINARY PROJECTED REVENUES FOR IMPLEMENTATION OF THE 2030 OCARTS PLAN

Holly Massie said a preliminary projection of revenues has been developed which covers the planning period from the base year 2000 to the forecast year 2030. All possible federal, state, and local funding sources have been studied covering all types of modes. A summary of this break down is on Page IV-2. We have taken the different funding sources and looked at an historical picture of what was specifically spent in the OCARTS area to arrive at an annual average that could be projected over a 30-year period. In total, we are looking at nearly \$6 billion. She said, of that amount, transit revenues would be about \$661 million over the 30-year planning period. Bicycle and pedestrian funding typically comes from local or federal sources, and are reflected under the street and highway sources. Ms. Massie said that in the Intermodal Element report, there was an estimate that implementation of all of the planned trails would be approximately \$98 million. Therefore, staff will assume that \$100 million of the \$5.3 million reflected in the "highway, bicycle and pedestrian" sub-total, will be spent on trails.

Roger Saunders asked if the Oklahoma Transportation (formerly Turnpike) Authority (OTA) funds include the Southwest Outer Loop. Ms. Massie said yes.

Mr. Mendoza said he is concerned about a shortfall of funding. He indicated that he has spoken to COTPA but is having trouble getting bus benches, which is part of transportation. Ms. Massie said that the transit portion is specifically based on what COTPA and CART have told us they receive in federal funds, state funds, local matching funds, and other local sources.

Mr. Mendoza said it is hard to believe there is no bus running in the Capitol Hill community. He said that the area is being revitalized. There are a lot of minorities that do not have transportation. That should be an area that this program should address. Ms. Massie suggested that he meet again with COTPA staff to try to resolve their needs within the COTPA budget.

Mr. West commented that Congress is still debating about the next multi-year transportation law. He said the House has passed a bill, but he does not know the status of the Senate bill. He said we are a year behind on the determination of funding for the next five years.

Mr. Matthews said there was a bill recently passed in the Oklahoma House, which would allocate a good deal more money from motor vehicle registration fees to ODOT. It would take some of the general fund money that is being raised from vehicle registration and place it into the highway fund. He asked if that would figure into the projected revenues. Ms. Massie said once it is adopted it would. The revenue projection is based on existing funding sources, but this is something that could be updated in the future, if a new revenue source becomes available prior to Plan adoption.

Mr. Hopper commented that if the bill does pass, it would benefit transit as well, using the new license tag monies. It would not take away money from the existing license tag fee structure.

V. ESTIMATED COSTS FOR STREET AND HIGHWAY ALTERNATES (ONE, TWO AND THREE) FOR THE 2030 OCARTS PLAN

Doug Rex discussed the preliminary cost information for the street and highway alternatives that have been developed to date. He said that the calculations are based on unit costs, and commented that the CAC had reviewed and the Intermodal Transportation Policy Committee had approved the unit cost figures in February.

Mr. Rex said that Alternate One is the Present Plus Committed Network, which means there would be no new construction beyond the year 2005. All of the money allocated would go toward the maintenance of the existing facilities. Mr. Rex referred to the table on Page V-1 that shows that the majority of the costs would fall under the maintenance category at just under \$1 billion.

Mr. Rex said that Alternate Two includes all the projects in Alternate One plus all the Street and Highway improvements that are called for in the current 2025 Plan. Under this scenario, most of the money is expected to be spent in the construction category, which is \$2.3 billion. He also mentioned the major interchange category, which has an estimated cost of \$252 million. He said that the Non-Traditional Improvements category is for projects that are Intelligent Transportation (ITS) related, or technology type improvements that are in the ITS Long Range Plan. He said that total cost estimate for Alternate Two is \$4.23 billion.

Mr. Rex indicated that Alternate Three is the revised 2025 OCARTS Plan Network. He said it is Alternate Two with the addition of six projects: three amendments to the Long Range Plan as well as three Oklahoma City general bond projects that were not included in the original 2025 Plan. The cost for this increases Alternate Three by about \$63 million to a total of \$4.29 billion.

Rebecca Julian asked if the cost estimates include turnpike on-ramps or off-ramps. Mr. Rex said the turnpike costs are provided by the Oklahoma Transportation Authority (OTA), and normally refer to the main line of the facility. It is not federal money, but money that is used for maintenance, generated through the Turnpike Authority.

Ms. Julian also asked about the figure for biking and trails. Mr. Rex indicated that these cost estimates are just for the Street and Highway element of the Plan. He said we will be talking about that in future meetings. Ms. Julian then asked about the bridge situation. Mr. Rex said he knows there is a problem with the bridges and overpasses. He said this is what we envision the cost of maintaining the network in the OCARTS would be. It should include the maintenance of those bridge structures as well.

Dawn Sullivan said that the bridge issue is being addressed in the statewide Long Range Plan. Roger Saunders commented that, in the OCARTS area there are not that many structurally deficient bridges. He said there is one at SH-74 in the Deer Creek area, which is currently being replaced. Most of the bad bridges are located in the rural sections of the state.

Mr. Saunders stated wherever there is a capacity improvement on a street in the Plan, the cost of bridges within that improvement is included in these figures. Mr. Rex said that was correct.

Ms. Koenig suggested that when the overall picture was assessed, it included unit cost for maintenance and construction, which took into account some construction of new bridges and, the issue that is more critical, the maintenance of existing bridges. The amount of those bridge projects that can actually be scheduled and completed will be contingent upon the amount of funds available. She said she feels that the estimates to date have included sufficient funds to cover those bridges that need repair. However, It

may happen that the margin of funds available for building new bridges may shrink, once we have maintained and repaired existing structures; in that case, the issue of whether additional funds are available, based on decisions made here or at the state or federal level, could be critical.

VI. STREET AND HIGHWAY IMPROVEMENT SUGGESTED BY LOCAL GOVERNMENTS FOR INCLUSION IN ALTERNATE FOUR OF THE 2030 OCARTS PLAN

Doug Rex commented that over the last month, ACOG staff met with member entities to discuss their long range planning priorities regarding street and highway improvements they would like to see considered for inclusion in the 2030 Plan. Local governments were also asked if there were any priorities in the 2025 Plan that they would like to see removed. Mr. Rex said there were four such meetings, and that the results have been tabulated and presented in the agenda. He said that anticipated revenues may not be sufficient to cover the cost of all the proposed projects. He indicated that ACOG staff will test all the individual projects and then prioritize those projects based on their ranking. He said that in the event there are not enough funds to cover the cost for these projects, then some will have to be removed.

Paul Matthews commented that there was a discussion during the last meeting of the Citizens Advisory Committee regarding the Outer Loop. He asked if there was greater cooperation among the towns and municipalities on the eastern side of Oklahoma County regarding a loop through that area. Mr. Rex offered a correction that the discussion involved the Southwest Outer Loop. Dawn Sullivan, ODOT Planning Engineer, confirmed that the current Outer Loop Study is confined to the Southwest Loop.

Chairman West said he thought that was a subject that the Committee needs to address and asked Mr. Matthews if he had other thoughts on the topic. Mr. Matthews said that when David Streb of ODOT, discussed the Southwest Outer Loop at the last meeting, he indicated that planning to get to the point where the region can protect a specific corridor was at a standstill. Mr. Matthews handed out a proposed resolution and referred the Committee to the wording. He said that Sam Shehab had spoken at the last meeting about the development that is occurring in the area. The state and municipal governments are going to need to agree on a corridor in order to be able to protect space for the Southwest Outer Loop. Mr. Matthews read his proposed resolution aloud to the Committee as follows:

WHEREAS, there is a great need to endorse and form a consensus on the alignment of the Southwest Outer Loop; and the conceptual corridor for the Southwest Outer Loop was defined two years ago and since that time the Outer Loop Study process has sat still.

NOW, THEREFORE BE IT RESOLVED, that the 2030 OCARTS Plan Citizens Advisory Committee supports an alignment that will serve the movement of motorists and commerce around the Oklahoma City Metro Area. We feel it is critical that we move this corridor study to the point where we can evaluate it from an environmental standpoint. The Citizens Advisory Committee also urges that the Southwest Outer Loop conceptual corridor be protected from further development to protect the right-of-way in the corridor.

The Chairman called for discussion on the topic.

Dennis Clark said he would like to see a map of the exact location being discussed. Mr. West said the corridor alignment begins roughly where the Kilpatrick Turnpike ends at I-40 near Sara Rd., goes around the west side of Oklahoma City, through Mustang, near the Will Rogers Airport, and ends at I-35 between Moore and Norman. The critical decision is where will it go from there. (ACOG staff provided related maps.)

Mr. Shehab said for now, a decision needs to be made about where the Southwest Outer Loop will tie into I-35. Rebecca Julian asked if the resolution would protect the corridor. Mr. Matthews said he thought a resolution would indicate this group's support for protecting a corridor of that nature. He said he did not want the Loop to stop at I-40 and Sara Rd. and not go any further south.

Linda Koenig said she is aware there has been some activity both at the legislative level and some conversation among the affected communities, ACOG staff and ODOT since the last meeting. She asked Dawn Sullivan to elaborate on the issue. Ms. Sullivan said there was a meeting in mid-February among Oklahoma City, Moore, and Norman and study sponsors from ODOT and ACOG to discuss the specifics of the Loop. She said no decisions were reached; they have agreed to meet again. She informed the Committee that House Bill 1324 directing the Oklahoma Transportation/Turnpike Authority to request an environmental study for the corridor has passed the Oklahoma House and is proceeding to the Senate. The area concerned would encompass an extension of the Kilpatrick Turnpike through Canadian County and connect to I-35. The environmental study must be completed before right-of-way can be acquired.

Mr. Taylor was also at the meeting and said he thought there was positive progress. Further meetings, however, will need to take place with the leadership from the affected local governments. He said the critical issue is the junction at I-35, and he said we are trying to find the best connection points at I-35 for the communities most affected, Moore and Norman. He said the Southwest Outer Loop is in Norman's Long Range Plan. There is some concern in Moore about that location and its impact on residential and commercial developments. Mr. Taylor said there will need to be some fluidity in the

definition of the I-35 connection, and further environmental and engineering analysis need to be completed to determine precisely where it would go. It will likely be further defined in the Environmental (Impact) Study. He said that funding is required in order to proceed with the environmental study.

Mr. Crout asked the current status of the House Bill regarding Turnpike Authority funding responsibility for the environmental study. Roger Saunders said it has passed the House, and is currently going through its second or third reading in the Senate.

Mr. Matthews said the Resolution is not advocating one type of road. It does not specify freeway or tollway. He said he encourages action, because he sees this Committee as an advocate for completing the Southwest Outer Loop study.

Mr. Matthews made a motion that the Committee adopt the resolution. Robert Crout seconded the motion, and with the vote, the motion passed. Chairman West asked ACOG staff to distribute the adopted resolution to the other study sponsors – ODOT and OTA.

VI. NEW BUSINESS

Mr. Hopper commented that in February COTPA was glad to have its consultant make a presentation to the CAC on the Fixed Guideway Study. He said that there were seven public meetings held around the region in late February, which were well attended and some excellent comments and input were received. He also mentioned that there are two meetings planned for the month of May. Mr. Hopper said that COTPA also has available new colored route-system maps showing the transit routes for Oklahoma City and other communities throughout the region.

Mr. West commented that there is an item in the Transportation Bill that is in Congress right now, which would force the states within the next five years to make Pike-Passes compatible across state lines. He suggested encouraging OTA to do this.

Aquilla Pugh asked what the delay is on street improvements in the northeast quadrant. Dan Boland said the needed improvements have been funded by bond issues, based on traffic counts and projections. Ms. Pugh asked if there is a projected start date for improvements on NE 23rd Street. Mr. Boland said there is utility work being done in that area right now.

VIII. ADJOURNMENT

Ms. Bickham made a motion to adjourn the meeting. Mr. Shehab seconded the motion. Chairman West adjourned the meeting at 3:45 p.m.

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
 (405) 234-2264 Fax: (405) 234-2200 TDD: (405) 234-2217
 www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: April 18, 2005

TO: 2030 OCARTS Plan Citizens Advisory Committee (CAC)

FROM: Douglas W. Rex, Asst. to the Executive Director/
Program Coordinator, TPDS

SUBJECT: Updated Cost Estimates for Street and Highway Alternates Two and Three of the 2030 OCARTS Plan

INFORMATION:

In March, the CAC reviewed preliminary cost estimates for Alternates One, Two and Three of the 2030 OCARTS Plan. Since then, ACOG staff has been preparing the street and highway network to test improvements suggested by local governments at the subregional meetings (held in February) for possible inclusion in Alternate Four. In order to accommodate the testing of these projects, staff had to add several street segments to the OCARTS network. Most of these were section line roads in suburban areas experiencing high growth rates in the last five years. The associated costs of the added segments are reflected in the updated Alternate Three cost estimate.

In addition, cost estimates for Alternates Two and Three have been adjusted to correct previous calculations. The construction estimate of \$289 million for the I-40 Crosstown realignment was inadvertently omitted. (The I-40 right-of-way cost of \$71 million was included.) The cost estimate for Alternate One has not changed, but is provided below for information. This is followed by the updated cost estimates and descriptions of Alternates Two and Three.

Alternate One – Present Plus Committed Network

- OCARTS network streets and highways as they existed in the 2000 base year
- All street and highway improvements expected to be funded through October 2005

Table 1:
Estimated Costs for Implementing Alternate One of the 2030 OCARTS Plan
(Present Plus Committed Network)

Functional Classification	Linear Miles	Lane Miles	COST (in thousands)			
			Const.	Maint.	R.O.W.	Total
Turnpikes	60.00	240.00	60,961	75,096	6,164	142,221
Interstates & Freeways	168.08	858.76	232,054	215,729	13,000	460,783
Principal Arterials	446.29	1,659.47	35,049	234,219	16,274	285,542
Minor Arterials	1,388.37	3,469.48	119,452	407,403	57,893	584,748
Collectors	204.11	515.98	10,532	59,812	4,340	74,684
TOTAL	2,266.84	6,743.69	\$458,048	\$992,259	\$97,671	\$1,405,757

Note: Only includes street and highway costs. The construction cost figures include bridge and other structure costs. Maintenance costs are for a 2-inch asphalt-concrete overlay every 10 years over the planning period (2000-2030).

Alternate Two – 2025 OCARTS Plan Network

- Present Plus Committed Network, i.e. Alternate One.
- All street and highway improvements called for by the 2025 OCARTS Plan.
- Consideration of Intelligent Transportation Systems, Travel Demand Management, and Traffic System Management on recurring congestion corridors.

**Table 2:
Updated Costs for Implementing Alternate Two of the 2030 OCARTS Plan
(2025 OCARTS Plan Network)**

Functional Classification	Linear Miles	Lane Miles	COST (in thousands)					Total
			Const.	Maint.	R.O.W.	Major Interchange	Non-Trad'l Imprv'ts ^d	
Turnpikes ^a	80.00	320.00	424,961	84,036	6,164	7,000		522,161
Interstate & Freeway ^b	172.40	968.48	1,025,425	207,603	84,000	^c 245,969	18,995	1,581,952
Principal Arterials	446.78	1,785.08	247,008	221,579	95,882		17,745	582,214
Minor Arterials	1,397.58	4,109.66	904,566	395,017	382,650		3,630	1,685,863
Collectors	207.09	558.39	55,770	59,847	30,882			146,499
TOTAL	2,303.84	7,741.61	\$2,657,730	\$968,082	\$599,578	\$252,969	\$40,330	\$4,518,688

Notes: Only includes street and highway costs. The construction cost figures include bridge and other structure costs. Maintenance costs are for a 2-inch asphalt-concrete overlay every 10 years over the planning period (2000-2030).

^aSouthwest Outer Loop was considered a toll facility and the cost figures were based on the Outer Loop Corridor MIS (updated to 2000 dollars) and information provided by OTA.

^bConstruction (\$289 million) and ROW acquisition (\$71 million) for the I-40 Crosstown realignment project was based on information provided by ODOT.

^cMajor Interchanges include I-240/I-35, I-44/I-235 (project also includes widening of I/44 from 63rd St. to 36th St from 4 to 6 lanes; Widening of Santa Fe from 50th St. to 63rd St.), Broadway Extn./Memorial Road, I-40/Morgan Rd, I-35/Shields Ave.

^dThe non-traditional improvements in the aggregate are expected to cost approximately \$40 million, and they will be implemented for the most part on freeways and principal arterials. Non-traditional improvements include the deployment of Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), and Traffic System Management (TSM).

Alternate Three – Revised 2025 OCARTS Plan Network

- 2025 OCARTS Plan Network, i.e. Alternate Two
- Approved 2025 OCARTS Plan Amendments:
 - SH-9 from Cleveland/Pottawatomie County line to 168th Ave E. (3 miles) - widen 2 to 4 lanes
 - SH-74 (Portland) from NW 136th Street (Memorial Road) to NW 248th Street (Waterloo Road) in Oklahoma County (8 miles). The proposal calls for the widening of the present 2-lane facility.
- Kelly Avenue from Waterloo Road (N. 245th) to Coffee Creek (N. 220th) (2 miles) – widen to 4 lane divided facility
- Oklahoma City 2000 General Obligation Bond Projects
 - SW 29th Street from Meridian Avenue to MacArthur Avenue – widen 2 to 4 lanes
 - Morgan Road from SW 15 Street to SW 29th Street – widen 2 to 4 lanes
 - NE 122nd Street from Broadway Extension to Kelley Avenue – widen 2 to 4 lanes
 - SW 15th Street from County Line Road to Morgan Road – widen 2 to 4 lanes
 - N. 93rd St. (Britton Road) from Council Road to County Line Road – widen 2 to 4 lanes
 - N. 78th Street (Wilshire Blvd.) from NW Expressway to Rockwell Avenue – widen 2 to 4 lanes
 - N. 108th Street (Hefner Road) from Council Road to County Line Road – widen 2 to 4 lanes
- Maintenance cost for road segments added to the OCARTS network to accommodate projects to be tested in Alternate Four.

**Table 3:
Updated Costs for Implementing Alternate Three of the 2030 OCARTS Plan
(Revised 2025 OCARTS Plan Network)**

Functional Classification	Linear Miles	Lane Miles	COST (in thousands)					Total
			Const.	Maint.	R.O.W.	Major Interchange	Non-Trad'l Imprv'ts ^d	
Turnpikes ^a	80.00	320.00	424,961	84,036	6,164	7,000		522,161
Interstate & Freeway ^b	173.33	979.10	1,063,274	209,589	84,000	^c 245,969	18,995	1,621,787
Principal Arterials	456.90	1,826.19	270,610	224,970	105,484		17,745	618,809
Minor Arterials	1,423.84	4,161.39	899,670	400,883	384,334		3,630	1,688,517
Collectors	216.15	589.99	63,210	63,301	34,036			160,547
TOTAL	2,350.22	7,876.67	\$2,721,725	\$982,779	\$614,018	\$252,969	\$40,330	\$4,611,820

Notes: Only includes street and highway costs. The construction cost figures include bridge and other structure costs. Maintenance costs are for a 2-inch asphalt-concrete overlay every 10 years over the planning period (2000-2030).

^aSouthwest Outer Loop was considered a toll facility and the cost figures were based on the Outer Loop Corridor MIS (updated to 2000 dollars) and information provided by OTA.

^bConstruction (\$289 million) and ROW acquisition (\$71 million) for the I-40 Crosstown realignment project was based on information provided by ODOT.

^cMajor Interchanges include I-240/I-35, I-44/I-235 (project also includes widening of I/44 from 63rd St. to 36th St from 4 to 6 lanes; Widening of Santa Fe from 50th St. to 63rd St.), Broadway Extn./Memorial Road, I-40/Morgan Rd, I-35/Shields Ave.

^dThe non-traditional improvements in the aggregate are expected to cost approximately \$40 million, and they will be implemented for the most part on freeways and principal arterials. Non-traditional improvements include the deployment of Intelligent Transportation Systems (ITS), Travel Demand Management (TDM), and Traffic System Management (TSM).

ACTION REQUESTED:

Consider recommending that the ITPC accept the updated street and highway network costs for Alternates Two and Three of the 2030 OCARTS Plan.

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
(405) 234-2264 Fax: (405) 234-2200 TDD: (405) 234-2217
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: April 14, 2005

TO: Intermodal Transportation Technical Committee (ITTC)

FROM: Douglas W. Rex, Asst. to the Executive Director/
Program Coordinator, TPDS

SUBJECT: Analysis of Street and Highway Improvements Suggested for Inclusion in Alternate Four of the 2030 OCARTS Plan

INFORMATION:

In March, the ITTC was provided with a list of projects/improvements that member entities desired to have tested for possible inclusion in the Alternate Four network proposed for the 2030 OCARTS Plan. Since the last meeting, staff has tested the proposed improvements based on the scoring system approved by the Intermodal Transportation Policy Committee in January 2005.

The analysis revealed that not all projects demonstrated a strong need for implementation by the year 2030. In accordance with the scoring system, only those projects meeting the minimum Volume/Capacity threshold in Alternate Three ($V/C \geq 0.50$) were prioritized. The results are illustrated in Table 1, which shows projects (ranked from highest to lowest priority) meeting the criteria to be considered for inclusion in Alternate Four. Table 2 describes facilities that are on the OCARTS network, which have been recommended for a less intensive level of improvement than called for in the 2025 Plan. A detailed analysis of all project scoring is presented in the Attachment.

**Table 1:
New Projects Considered for Inclusion in Alternate Four
(Prioritized by Total Score)**

City	Location	From	To	Proposed Alt. Four Improvement	Length (miles)	Proposed Staging ¹	Total Score ²
Clev. Co., Lexington, McClain Co., Noble, Slaughterville	US-77	S 329th St. (Etowah Rd.)	Purcell E. city limits (BNSF Railroad/SH-74)	2 to 4 lanes	11.50	L	8
Edmond	N 206 th St (Covell Rd)	Pennsylvania Ave	Western Ave	2 to 4 lanes (div)	1.00	S	7
Goldsby, McClain Co.	SH-74	I-35	5.50 miles S. of I-35 (250 th St)	2 to 4 lanes	5.50	L	7
Edmond	Broadway Ave	N 248 th St (Waterloo Rd)	N 220 th St (Coffee Creek Rd)	2 to 4 lanes	2.00	L	6
Norman	Lindsey St	Air Depot Blvd (24 th Ave E)	Midwest Blvd (36 th Ave E)	2 to 4 lanes	1.00	L	6
Edmond, Logan Co., Okla. Co.	N 248 th St (Waterloo Rd)	Kelly Ave	I-35	2 to 4 lanes	4.50	L	5
Norman	Main St	Carter Ave	Sooner Rd (12 th Ave E)	2 to 4 lanes	0.50	S	5
Norman	Sooner Rd (12th Ave E)	SH-9	S 299th St (Cedar Lane Rd)	2 to 4 lanes	0.45	S	5
Norman	Rock Creek Rd	Kelley Ave (36 th Ave W)	Eastern Ave (24 th Ave W)	2 to 4 lanes	1.00	L	5
Norman	Rock Creek Rd	1/2 mile west of 36 th Ave W (Grandview Ave)	Kelley Ave (36 th Ave W)	2 to 4 lanes	0.50	S	5
Yukon	Mustang Rd	N 50 th St (Wagner Rd)	SH-66	2 to 4 lanes	1.00	L	5
OKC, Yukon	N 23 rd St	Mustang Rd	Sara Rd	2 to 4 lanes	1.00	L	5
OKC, Mustang	Sara Rd	S. 15 th	S. 74 th	2 to 4 lanes	4.00	S	5
MWC	S 29 th St	Sooner Rd	I-40	4 to 5 lanes	0.75	L	4
Norman	SH-9	Eastern Ave (24 th Ave W)	Sooner Rd (12 th Ave E)	4 to 6 lanes	4.00	L	3
Del City	S 15 th St	I-40	Sooner Rd	4 to 5 lanes	0.50	S	2
MWC	Reno Ave	Air Depot Blvd.	Douglas Blvd.	4 to 5 lanes	2.00	L	2
Warr Acres	MacArthur Blvd	N 78 th St	N 36 th St	4 to 5 lanes	3.00	S	2

¹ Time frame that sponsoring agencies expect implementation of improvement: "S" = Short-term (2005-2014); "L" = Long-term (2015-2030).

² Projects ranked from highest to lowest priority. Based on scoring system approved by ITPC in January 2005.

**Table 2:
Existing Plan Projects Considered For Downgrade in Alternate Four**

City	Location	From	To	Proposed Alt. Four Improvement	Length (miles)
Del City, MWC	Reno Ave	Bryant Ave	Air Depot Blvd.	6 to 5 lanes	3.00
Norman	Anderson Rd (84th Ave E)	Norman city limits (SE 164 th)	S 194th St (Franklin Rd)	4 to 2 lanes	2.00
Norman	Choctaw Rd (120th Ave E)	S 149th St (Stella Rd)	S 254th St (Alameda St)	4 to 2 lanes	7.00
Norman	S 194th St (Franklin Rd)	Eastern Ave (24th Ave W)	Douglas Blvd (48th Ave E)	4 to 2 lanes	6.00
Norman	S 254th St (Alameda St)	1/2 mile W of 36th Ave E (Approx. Ridge Lake Blvd)	Choctaw Rd (120th Ave E)	4 to 2 lanes	5.50
OKC	MacArthur Blvd	SW 104 th St	SW 119 th St	4 to 2 lanes	1.00
OKC	Robinson Ave	Main St	Sheridan Ave	4 to 2 lanes	0.08
OKC	Sheridan Ave	E. K. Gaylord	Lincoln Blvd	4 to 2 lanes	0.65

Analysis conducted by staff indicates that projects suggested for downgrade in Table 2 will not have a detrimental affect on the 2030 OCARTS street and highway network.

If all projects in Table 1 are included and the projects in Table 2 are downgraded in Alternate Four, the net change in cost to the 2030 Plan would be an increase of approximately \$100 million.

ACTION REQUESTED:

Consider recommending that the ITPC accept suggested projects (listed in Tables 1 and 2) for analysis in Alternate Four in the development of the 2030 OCARTS Plan.

East Oklahoma County, Reed Center
 Entities Present: Del City, Midwest City, Spencer, ODOT
 Monday, February 7, 2005, 1:30 – 3:30pm

Consider adding the following improvements:

Location	To	From	Proposed Improvement	Alt. III V/C Ratio	Alt. III V/C Ratio Score	Alt. IV V/C Ratio	Percent Reduction in Alt. III V/C Ratio	Percent Reduction Score	Total Score
Post Rd	N 63 rd St	N 36 th St	2 to 4 lanes	0.26					
Reno Ave	Air Depot Blvd.	Douglas Blvd.	4 to 5 lanes	0.66	1	0.60	9.1%	1	2
S 15 th St	I-40	Sooner Rd	4 to 5 lanes	0.62	1	0.59	4.8%	1	2
S 29 th St	Sooner Rd	I-40	4 to 5 lanes	0.99	3	0.98	1.0%	1	4

Consider downgrading in the 2030 OCARTS Plan:

Location	To	From	Proposed Improvement	Alt. III V/C Ratio	Alt. III V/C Ratio Score	Alt. IV V/C Ratio	Percent Reduction in Alt. III V/C Ratio	Percent Reduction Score	Total Score
Reno Ave	Bryant Ave	Air Depot Blvd.	6 to 5 lanes	0.50		0.66	-32.0%		

Canadian/Grady Counties, Yukon City Hall
 Entities Present: Yukon
 Thursday, February 17, 2005, 2:00 – 4:00pm

Consider adding the following improvements:

Location	To	From	Proposed Improvement	Alt. III V/C Ratio	Alt. III V/C Ratio Score	Alt. IV V/C Ratio	Percent Reduction in Alt. III V/C Ratio	Percent Reduction Score	Total Score
Frisco Rd	SH-66	N 10 th St	2 to 4 lanes	0.23					
Mustang Rd	N 50 th St (Wagner Rd)	SH-66	2 to 4 lanes	0.62	1	0.32	48.4%	4	5
N 10 th St	Frisco Rd	Cemetery Rd	2 to 4 lanes	0.21					
N 23 rd St	Mustang Rd	Sara Rd	2 to 4 lanes	0.69	1	0.32	53.6%	4	5
N 50 th St (Wagner Rd)	Cemetery Rd	Sara Rd	2 to 4 lanes	0.25					
N 78 th St (Wilshire Blvd)	Richland Rd	SH-4	2 to 4 lanes	0.23					
Sara Rd	S. 15 th	S. 74 th	2 to 4 lanes	0.56	1	0.33	41.1%	4	5

NOTE: Projects not meeting the minimum volume/capacity threshold (V/C < 0.50) are shaded.

Attachment

West Oklahoma County/Logan County, ACOG Conference Room

Entities Present: Edmond, Logan County, Oklahoma City, Warr Acres, ODOT

Wednesday, February 16, 2005, 1:30 – 3:30pm

Consider adding the following improvements:

Location	To	From	Proposed Improvement	Alt. III V/C Ratio	Alt. III V/C Ratio Score	Alt. IV V/C Ratio	Percent Reduction in Alt. III V/C Ratio	Percent Reduction Score	Total Score
Broadway Ave	N 248 th St (WaterlooRd)	N 220 th St (Coffee Creek Rd)	2 to 4 lanes	0.81	2	0.58	28.4%	4	6
MacArthur Blvd	N 78 th St	N 36 th St	4 to 5 lanes	0.60	1	0.60	4.8%	1	2
Post Rd	N 206 th St (Covell Rd)	N 178 th St (Edmond Rd)	2 to 4 lanes	0.28					
N 206 th St (Covell Rd)	Pennsylvania Ave	Western Ave	2 to 4 lanes	0.97	3	0.69	28.9%	4	7
N 206 th St (Covell Rd)	Douglas Blvd	Post Rd	2 to 4 lanes	0.15					
N 248 th St (Waterloo Rd)	Kelly Ave	I-35	2 to 4 lanes	0.50	1	0.29	42.0%	4	5

Consider downgrading in the 2030 OCARTS Plan:

Location	To	From	Proposed Downgrade	Alt. III V/C Ratio	Alt. III V/C Ratio Score	Alt. IV V/C Ratio	Percent Reduction in Alt. III V/C Ratio	Percent Reduction Score	Total Score
MacArthur Blvd	SW 104 th St	SW 119 th St	4 to 2 lanes	0.01		0.02	-100.0%		
Robinson Ave	Main St	Sheridan Ave	4 to 2 lanes	0.02		0.02	0.0%		
Sheridan Ave	E. K. Gaylord	Lincoln Blvd	4 to 2 lanes	0.45		0.44	2.2%		

NOTE: Projects not meeting the minimum volume/capacity threshold (V/C < 0.50) are shaded.

Attachment

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Cleveland /McClain Counties, Norman City Hall
 Entities Present: Moore, Noble, Norman, Slaughterville
 Friday, February 11, 2005, 2:00 – 4:00pm

Consider adding the following improvements:

Location	To	From	Proposed Improvement	Alt. III V/C Ratio	Alt. III V/C Ratio Score	Alt. IV V/C Ratio	Percent Reduction in Alt. III V/C Ratio	Percent Reduction Score	Total Score
Eastern Ave (24 th Ave W)	S 194 th St (Franklin Rd)	US-77	2 to 4 lanes	0.39					
I-35 frontage roads	S 149 th St (S 19 th St)	34 th St/S 164 th St	3 to 5 lanes	0.16					
Lindsey St	Air Depot Blvd (24 th Ave E)	Midwest Blvd (36 th Ave E)	2 to 4 lanes	0.70	2	0.52	25.7%	4	6
Main St	Carter Ave	Sooner Rd (12 th Ave E)	2 to 4 lanes	0.66	1	0.39	40.9%	4	5
Rock Creek Rd*	at I-35		New Interchange						
Rock Creek Rd	Kelley Ave (36 th Ave W)	Eastern Ave (24 th Ave W)	2 to 4 lanes	0.64	1	0.39	39.1%	4	5
Rock Creek Rd	1/2 mile west of 36 th Ave W	Kelley Ave (36 th Ave W)	2 to 4 lanes	0.55	1	0.29	47.3%	4	5
SH-9	Eastern Ave (24 th Ave W)	Sooner Rd (12 th Ave E)	4 to 6 lanes	0.70	2	0.69	1.4%	1	3
Sooner Rd (12th Ave E)	SH-9	S 299th St (Cedar Lane Rd)	2 to 4 lanes	0.51	1	0.28	45.1%	4	5
S 164th St (34th St)*	at I-35		New Interchange						
S 164th St (34th St)	I-35	Broadway	2 to 4 lanes	0.06					
S 194th St (Franklin Rd)	US-77	Eastern Ave (24th Ave W)	2 to 4 lanes	0.18					
S 194th St (Franklin Rd)	Santa Fe Ave (48th Ave W)	I-35	2 to 4 lanes	0.34					
S 299th St (Cedar Lane Rd)	Sooner Rd (12th Ave E)	1/2 mile east of 24th Ave E	2 to 4 lanes	0.21					
US-77	S 329th St. (Etowah Rd.)	Purcell City Limits	2 to 4 lanes	1.24	4	0.82	33.9%	4	8

* The OCARTS travel demand model and approved evaluation process is not sensitive enough to evaluate the need for new interchanges. The practice of assessing need for, and feasibility of, Interstate or other U.S. or State highway system interchange improvements is coordinated with ODOT. Presently, operational alternatives are being studied by ODOT in the vicinity of the requested interchanges. While the interchange concept is not inconsistent with the Plan, a conclusive demonstration of need is not available at this time.

Consider downgrading in the 2030 OCARTS Plan:

Location	To	From	Proposed Downgrade	Alt. III V/C Ratio	Alt. III V/C Ratio Score	Alt. IV V/C Ratio	Percent Reduction in Alt. III V/C Ratio	Percent Reduction Score	Total Score
Anderson Rd (84th Ave E)	Norman city limits	S 194th St (Franklin Rd)	4 to 2 lanes	0.3		0.54	-80.0%		
Choctaw Rd (120th Ave E)	S 149th St (Stella Rd)	S 254th St (Alameda St)	4 to 2 lanes	0.35		0.63	-80.0%		
S 194th St (Franklin Rd)	Eastern Ave (24th Ave W)	Douglas Blvd (48th Ave E)	4 to 2 lanes	0.35		0.61	-74.3%		
S 254th St (Alameda St)	1/2 mile W of 36th Ave E	Choctaw Rd (120th Ave E)	4 to 2 lanes	0.35		0.54	-54.3%		

NOTE: Projects not meeting the minimum volume/capacity threshold [V/C < 0.50] are shaded.

Attachment

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Other Meetings, ACOG Conference Room
Entities Present: Piedmont, Goldsby
February 24-March 1, 2005

Consider adding the following improvements:

Location	To	From	Proposed Improvement	Alt. III V/C Ratio	Alt. III V/C Ratio Score	Alt. IV V/C Ratio	Percent Reduction in Alt. III V/C Ratio	Percent Reduction Score	Total Score
SH-74	I-35	5.50 miles S. of I-35	2 to 4 lanes	0.88	3	0.45	48.9%	4	7
N 178th St	Piedmont Rd	Portland Ave	2 to 4 lanes	0.29					

NOTE: Projects not meeting the minimum volume/capacity threshold (V/C < 0.50) are shaded.

ACOG

Association of Central Oklahoma Governments

21 E. Main St, Suite 100, Oklahoma City, OK 73104-2405
[405] 234-2264 Fax: [405] 234-2200 TDD: [405] 234-2217
www.acogok.org e-mail: acog@acogok.org

MEMORANDUM

DATE: April 18, 2005
TO: 2030 OCARTS Plan Citizens Advisory Committee (CAC)
FROM: Daniel J. O'Connor, Associate Planner
SUBJECT: National Bike-to-Work Day: Friday, May 20, 2005

INFORMATION:

Since 1956, the American League of Bicyclists has recognized the month of May as *National Bike Month*. This year the week of May 16-May 20 has been declared *National Bike-to-Work Week*, and **Friday, May 20, 2005 has been set as *National Bike-to-Work Day***. These annual events call attention to bicycle commuting as a means to healthy living, cleaner air, less traffic congestion, and efficient and affordable intermodal transportation. Furthermore, the events provide an occasion to increase motorist and bicyclist awareness of the safety considerations associated with bicycling.

Across the nation, many metropolitan planning organizations recognize *Bike-to-Work Day* as an opportunity to promote bicycle commuting as a viable alternative mode of regional transportation. Bicycle commuting can be a journey into downtown, a ride to a suburban employment center, or a trip to school.

The City of Oklahoma City and ACOG are working together to develop a Bike-to-Work Day pilot project to encourage bicycle commuting in Central Oklahoma on May 20. Additional details about the pilot project will be provided at the upcoming meeting and is available on ACOG's Web site at www.acogok.org. Information about the National Bike-to-Work campaign is available at www.bikemonth.com.

Other OCARTS area communities were encouraged to promote and participate in Bike-to-Work activities during May, and a sample proclamation for their use in announcing Bike-to-Work Day was provided to the Intermodal Transportation and Policy Committees in their April agendas.

ACTION REQUESTED:

None. For information only.